

COUNTRY <u>Germany (Soviet Zone)</u>		SECURITY INFORMATION	
TO: <u>Werneuchen Airfield</u>		REPORT <u>50X1*</u>	
EVALUATION <u>50X1-HUM</u>	PLACE OBTAINED <u>50X1-HUM</u>		
DATE OF CONTENT <u>10 June 1952</u>			
DATE OBTAINED <u>10 June 1952</u>	DATE PREPARED <u>10 June 1952</u>		
REFERENCES <u></u>			
PAGES <u>3</u> ENCLOSURES (NO. & TYPE) <u></u>			
REMARKS <u></u>			

50X1-HUM

- Between midnight and 6 a.m. on 12 April 1952, individual aircraft circled Werneuchen airfield. Air activity was observed at the field on 14 April between 2 and 3:30 p.m. From 8 a.m. to 4 p.m. on 16 April, there was individual and formation flying by aircraft up to squadron strength. On 18 April, parachute jumps were repeatedly made from a Li-2 which had the white No 17. The plane landed at the field at 8:15 a.m. After 10 p.m. on 18 and 19 April, there was local flying at the field.
- At 5:20 p.m. on 8 April, 2 officers and 40 to 50 BM wearing air force uniforms arrived on the train coming from Wriezen. The troops marched to the barracks installation. The following railroad tank cars were observed between 8 and 20 April:

<u>Number of Tank Cars</u>	<u>Date</u>	<u>Observed at</u>
2	8 April, 8 a.m.	Werneuchen railroad station
1	10 " 11 "	" " "
9	12 " 8 "	" " "
5	13 " 8 "	" " "
18	14 " 6 p.m.	Fuel dump
1	16 " 8 a.m.	Werneuchen railroad station
7	20 " 5:30 a.m.	" " "

(1)

- theoretical instruction was usually given on Wednesday morning and that, during that time, no flying was practiced.

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- The ammunition dump of Werneuchen airfield was located along Freienwalder highway between Werneuchen and Werftpfuhl. It could be easily observed from the highway which was about 120 meters away. The dump which covered an area of about 250 x 300 meters was surrounded by a wire fence about 2 meters high; at each corner of the dump there was a watchtower 8 to 10 meters high which was continually occupied by sentries. Six low wooden buildings each about 15 x 40 meters were located in two rows within the wire fence. The buildings had no windows, their front sides faced the highway. Sentries with dogs patrolled along the inner and outer sides of the fence. After nightfall, the fence was illuminated by searchlights.

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- The following shipments arrived at the field between 18 and 25 April:

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50X1

- 2 -

Date	Number and Kind of Railroad Cars	Load	From
18 April	8 boxcars	cement	Nienburg/Saale
18 "	8 gondola cars	gravel	Coschen
19 "	3 "	gravel	Berlin-Osthafen
20 "	12 "	gravel	Berlin-Osthafen
20 "	14 "	gravel	Coschen
20 "	9 tank cars	gasoline	Riesahafen for APN 29728
20 "	7 "	gasoline	Riesahafen for APN 62323
20 "	1 boxcar	rations	Cottbus for APN 29728
21 "	1 "	cement	Nienburg/Saale
21 "	30 gondola cars	gravel	Coschen
21 "	3 "	broken stones	Wittichenau
22 "	11 boxcars	cement	Nienburg/Saale
22 "	9 tank cars	gasoline	Riesahafen for APN 62323
22 "	6 boxcars	furniture	Cottbus for APN <u>Smirnov</u>
24 "	11 "	cement	Nienburg/Saale
24 "	1 boxcar	rations	Cottbus for APN 62323
24 "	5 boxcars	ammunition	Buckau
25 "	7 "	cement	Nienburg/Saale
25 "	10 gondola cars	briquettes	Knaperhede for APN <u>Kalenkov</u>

50X1-HUM

7. On 21 April, there was flying by a type-30 jet bomber with the number Y 1. The weather was favorable. Toward the evening, parachute jumps were repeatedly made from a Li-2 [redacted] at 6 a.m. on 22 April, parachuting was practiced. Between 7:30 a.m. and noon, there was local flying by three jet bombers [redacted] 50X1-HUM

On 23 April, parachuting started at 5:45 a.m. Between 6:00 a.m. and 4 p.m., flying was practiced by jet bombers [redacted] 50X1-HUM

Type-27 planes [redacted] 50X1-HUM

practiced local flying for up to 30 minutes. Type-30 planes took off four times before exchanging their crews of four. Between 6:15 a.m. and 2 p.m. on 24 April, there was local flying by planes [redacted] 50X1-HUM

25 April, flying was practiced by six jet bombers [redacted]

A jet bomber [redacted] flew [redacted]

8. Two additional dispersal areas were staked off in front of the hangars. The survey was completed on a planned macadam road extending from Bernouchen-Wesendahl road to the new fuel dump in the small woods. Bernouchen-Wesendahl road was being used only as far as the southeastern end of the billeting area. About 1,000 square meters of the northern taxiway were completed. About 75 percent of the remaining taxiway was excavated. The wooden fence was being extended from the west end of the runway as far as Bernouchen-Werftpfuhl road south of the signal house. It also surrounded the spur track. [redacted] 50X1-HUM

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SECURITY INFORMATION

50X1

- 3 -

50X1-HUM

9. About 9 a.m. on 24 April, a type-27 jet bomber [redacted] was parked south of the west end of the runway. A lid about 1.2 meters long was being removed from each of the jet engines so that the body of the jet engine could be seen. The body was dark, tapered to the fore, and had individual ribs extending from the fore to the rear. Before the jet bombers took off the inner walls of the jet aperture seemed to be red. After the landing, the interior of the aperture was dark. The jet bombers were refueled from tank trucks, the hose of which was put on the right wing. After a jet bomber was refueled from a tank truck, the next plane was filled from the tank trailer. Is this procedure was repeatedly observed, [redacted] one tank truck or tank trailer could hold enough fuel for one jet bomber. Trucks [redacted] were observed entering and leaving the field.

50X1-HUM

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10. On 28, 29 and 30 April and on 2 May, there was no flying at the field. At 8:10 a.m. on 3 May, only one single-engine plane landed there. Thirty-two jet bombers were parked at the field. Ambulance [redacted] was observed.

[redacted] Comments.

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(1) It is believed that the railroad tank cars which were observed on 3 Apr. belong to a train of nine tank cars [redacted]

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